

Beach Redevelopment Board

CITY OF FORT LAUDERDALE

Fort Lauderdale Beach Master Plan Projects

Preliminary Design Concepts

May 7, 2012



Economic & Business Development Division,
Department of Sustainable Development



Presentation Outline

- I. Introduction
- II. Background
- III. Project Overview
- IV. Preliminary Design Concepts
- V. Next Steps / Timeline

Beach Community Redevelopment Plan Goals

- Eliminate Conditions of Blight.
- Provide for a mix of land uses that foster family activity and recreation and provide opportunities for the expansion of tourist-related facilities and activities.
- Stimulate the redevelopment of the core area as a catalyst for revitalization.
- Maintain public access to the beach and Intracoastal Waterway.

Beach Community Redevelopment Plan Objectives

- Enhance the Resort Image of Fort Lauderdale Beach as a Place for Tourists and Conference Groups.
- Make Fort Lauderdale Beach an Integral Part of the City for Use of by Local Residents.
- Improve the Circulation for Autos, Bicycles, and Pedestrians within and Through the Beach Area.
- Create and Enhance a Positive Visual and Physical Image of the Central Beach
- Provide for an Active Pedestrian Environment Throughout the Beach Area, Particularly Between the Intracoastal Waterway and the Beach.

Central Beach Master Plan Background

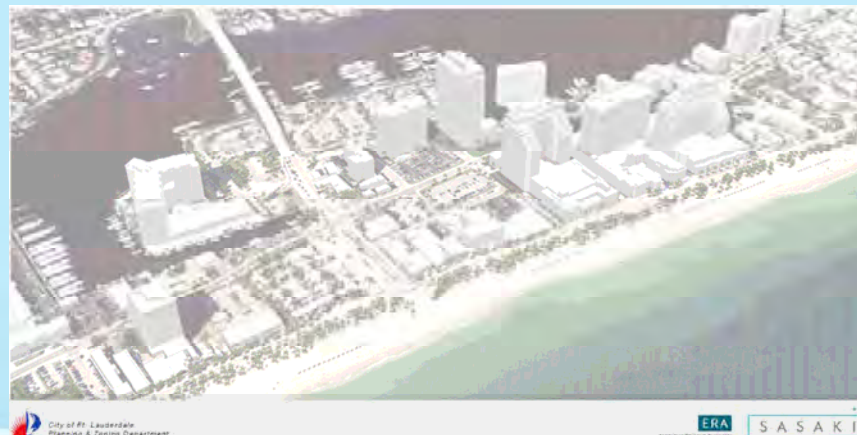
Initiated in 2008 to set the course for future development patterns and public improvements in the beach area.

Over a two-year period, hosted 4 public workshops and 5 advisory board presentations

Community input focused on:

- Enhanced pedestrian environment
- More public open spaces and gateways to the water
- Amenities for residents as well as tourists
- Minimized bulk and massing of buildings

Overall vision is for a dynamic, mixed-use and pedestrian-friendly, urban beach destination.



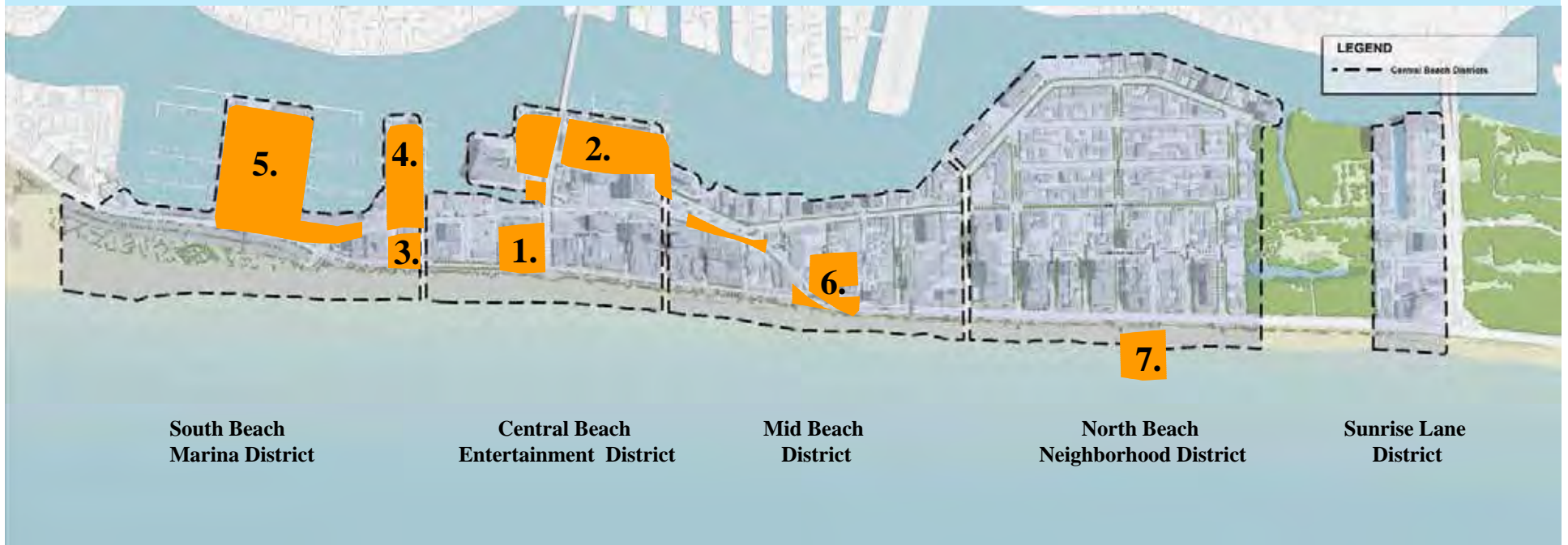
Urban Design Principles

- Expand opportunities for pedestrians to experience the active **edge of the Intracoastal waterway**
- Create a **symbolic center and gathering place** at Las Olas Boulevard and celebrate the other beach entries
- Create a **variety of public spaces** for residents and visitors of all ages, accommodating daily use as well as special events and performances
- Make streets more **pedestrian oriented** with attractive shaded sidewalks with cafes, restaurants and shops
- Preserve and enhance **unique architectural resources** within the Central Beach
- Promote a **mix of uses** to establish a vibrant, active resort and residential community



Central Beach Public Realm Opportunities

1. Oceanside Plaza
2. Las Olas / Birch Street Parking Lots
3. D.C. Alexander Park
4. Swimming Hall of Fame
5. Bahia Mar
6. Alhambra / Sebastian Parking Lot
7. Streetscapes



Why Public Improvements Make Economic Sense

- Redevelopment and Revitalization Projects Typically Leverages Private Investment at a Ratio of \$1 to \$3.

In Other Words, For Every \$1 Dollar Spent in Public Investment it Results in \$3 Dollars Spent in Private Investment. *

- Approximately 11 Million Visitors Visit Greater Fort Lauderdale Each Year, Spending Over \$9 Billion**

** Source: Central Beach Master Plan Market and Economic Analysis*

*** Source: Greater Fort Lauderdale Convention and Visitors Bureau*

Current Marine Industry Economic Impacts

- Broward County Recreational Marine Industry
36,900 Registered Boats
92,000 Jobs - \$2.6 Billion in Earnings
\$7.4 Billion Impact
- Mega Yacht Segment
1,500 Visit Tri-County Area Annually
\$750 Million in Economic Impact
- Fort Lauderdale Boat Show
130,000 Attendees
\$400 Million in Economic Impact
- Las Olas Marina
\$4.1 Million in Economic Impact

Las Olas Marina Additional Information

- Window of Opportunity: The only remaining site possible for expansion.
- Dredging Intracoastal Waterway (ICW) and Dania Cut-off Canal will allow Mega Yachts to Fort Lauderdale.
- Economic impact recognized by competition which is building projects to capture the market share. New Yachting Facilities Planned:
 1. Miami: Island Garden – 50 Slip Marina for Yachts up to 450'
 2. Palm Beach: Rybovich, Palm Harbor, Old Port Cove – 164 new Mega Yacht Berths & 2 new Mega Yacht Service Facilities

Beach Parking

- Current Parking Inventory
- Highest and Best Use
- Future Needs

**Source: Barrier Island Parking Study December 2011
Rich & Associates**

Project Overview

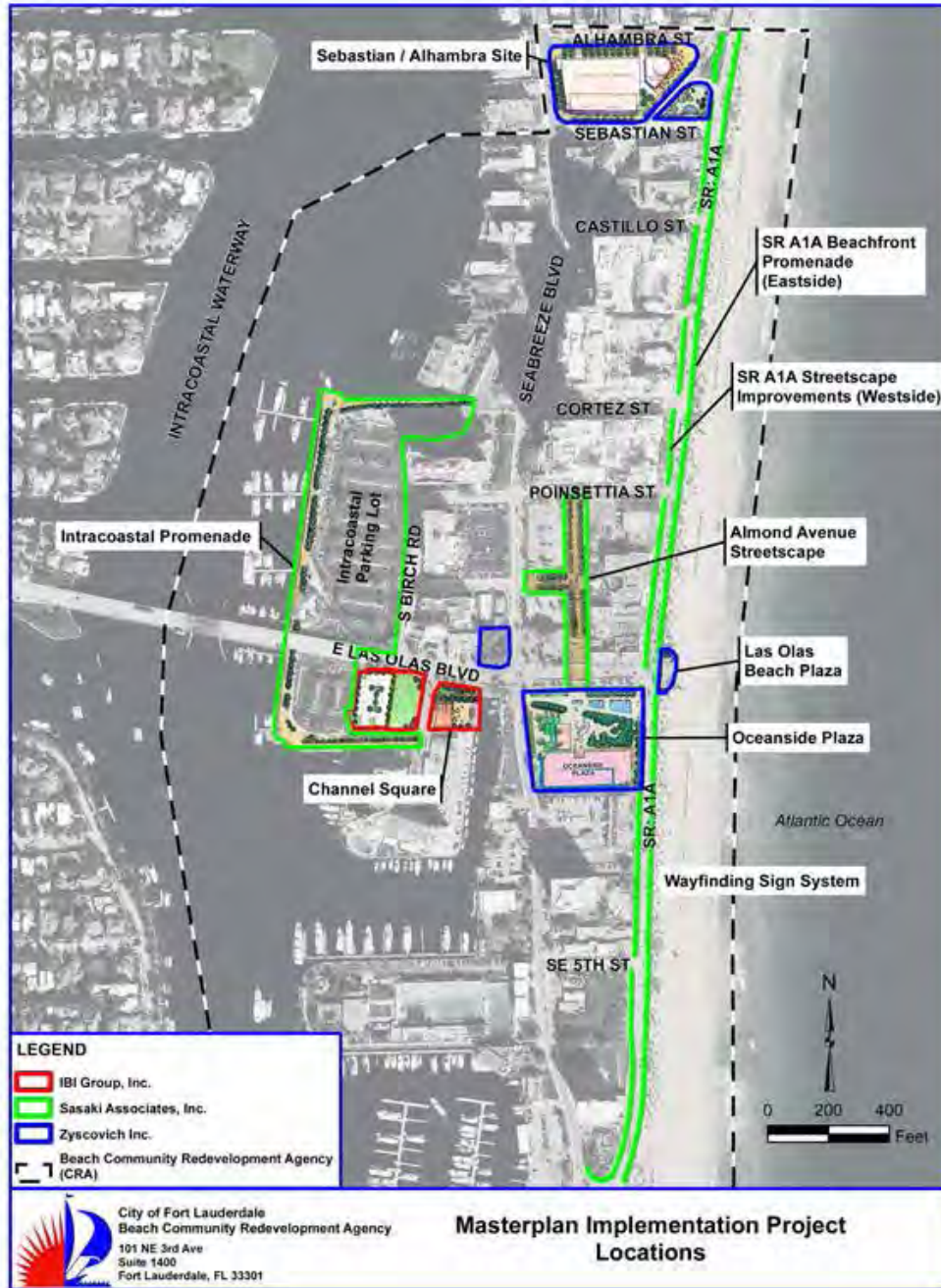
How Did We Get Here?

- November 9, 2010 Joint Meeting with Community Redevelopment Agency Board of Directors (CRA) and the Beach Redevelopment Board (BRAB).

The CRA Board Instructed the BRAB to Review, Prioritize and Recommend Public Improvement and Funding Priorities for the Beach CRA until 2019 (the year the Beach CRA sunsets).

- December 15, 2010, the BRAB Recommended Moving Forward with Eight (8) Proposed Public Improvement Projects Totaling up to \$71,000,000
- February 15, 2011, the CRA Approved the BRAB's Recommendation and Instructed Staff to Advertise for Qualified Design Professionals
- February 21, 2012, the City Commission Awarded Contracts with Sasaki Associates, Inc., IBI Group, Inc. and Zyscovich, Inc. to Prepare Feasibility Studies for Eight (8) Public Improvement Projects.

Project Locations



CRA Funding Projection

Presented to the CRA Board of Directors on February 15, 2011

TAX INCREMENT REVENUE

Current FY 2010-11 Fund Balance \$27,275,250

Projected Annual CIP Revenue Through 2019

\$4,500,000* x 8 Years = \$36,000,000

TOTAL \$63,275,250

CAPITAL IMPROVEMENT PROJECT PENDITURES

Recommended Master Plan Projects **\$34,475,000**

ISHOF / Aquatics Center Complex \$25,000,000

SR A1A Light Replacement-Turtle Lights \$825,000

TOTAL (\$60,300,000)

Total Projected Remaining Funds after CIP Projects \$2,975,250

*Net funds available after operating expenses.

Project Funding / Estimates

Presented to the CRA Board of Directors / City Commission on February 15, 2011

PROJECT	TOTAL COST	PARKING / OTHER FUNDS	CRA FUNDS
Oceanside Plaza	\$27,300,000	\$18,100,000	\$9,200,000
SR A1A Streetscape Improvement (Westside)	\$5,000,000	N/A	\$5,000,000
Intracoastal Promenade	\$5,000,000	N/A	\$5,000,000
Las Olas Beach Plaza	\$600,000	N/A	\$600,000
SR A1A Beachfront Promenade (Eastside)	\$3,000,000	\$1,500,000	\$1,500,000
Wayfinding Sign System	\$1,050,000	\$525,000	\$525,000
Almond Avenue Streetscape	\$2,600,000	N/A	\$2,600,000
Sebastian / Alhambra Site	\$22,400,000	\$16,400,000	\$6,000,000
Channel Square	\$4,050,000	TBD *	\$4,050,000
Total	\$71,000,000	\$36,525,000	\$34,475,000

* Possible Public / Private Partnership and Grant Funding

Where we are in the process:

Tentative Feasibility Study Project Schedule 2012

February 21 st 24 th	✓ City Commission Meeting – Task Order / Contracts ✓ Project Kick-Off Meeting
March – April	✓ Contracts / Data Collection / Survey / Concepts
May 7th	BRAB Public Meeting – Preliminary Design Concepts
June 18 th	BRAB Public Meeting – Feasibility of Concepts
July 16 th	BRAB Public Meeting – Concept Refinement
August	Prepare Draft Feasibility Study
September	Public Open House Meeting at Aquatics Center / ISHOF
October	City Commission Conference – Feasibility Study Presentation

Preliminary Design Concepts

- Sebastian / Alhambra Site
- Oceanside Plaza
- Las Olas Beach Plaza
- Almond Avenue Streetscape
- A1A Streetscape (Westside)
- A1A Beachfront Promenade (Eastside)
- Intracoastal Promenade

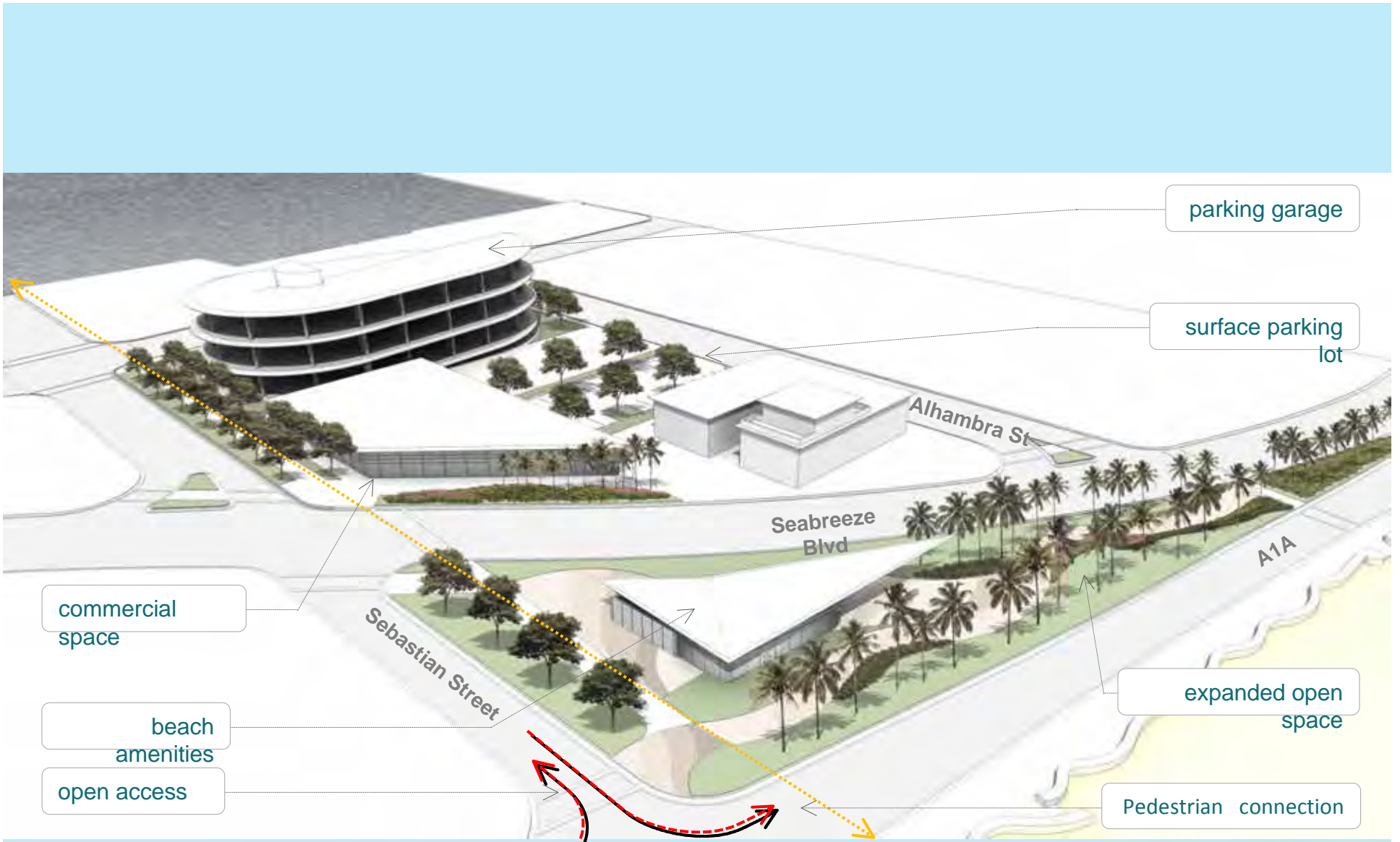
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SEBASTIAN / ALHAMBRA SITE











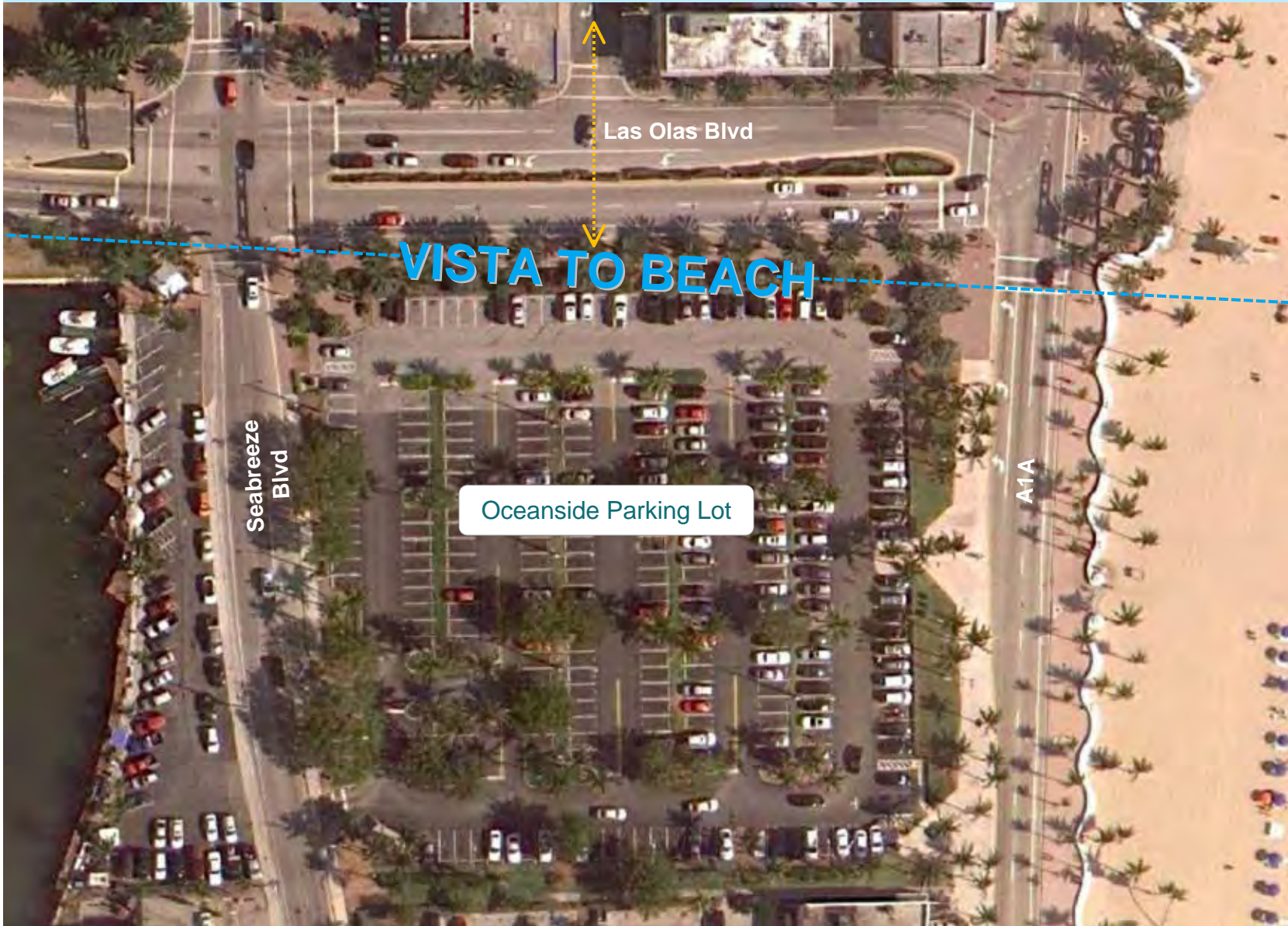
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OCEANSIDE PLAZA











Oceanside Plaza
open space & event
venue

community flex space

parking garage



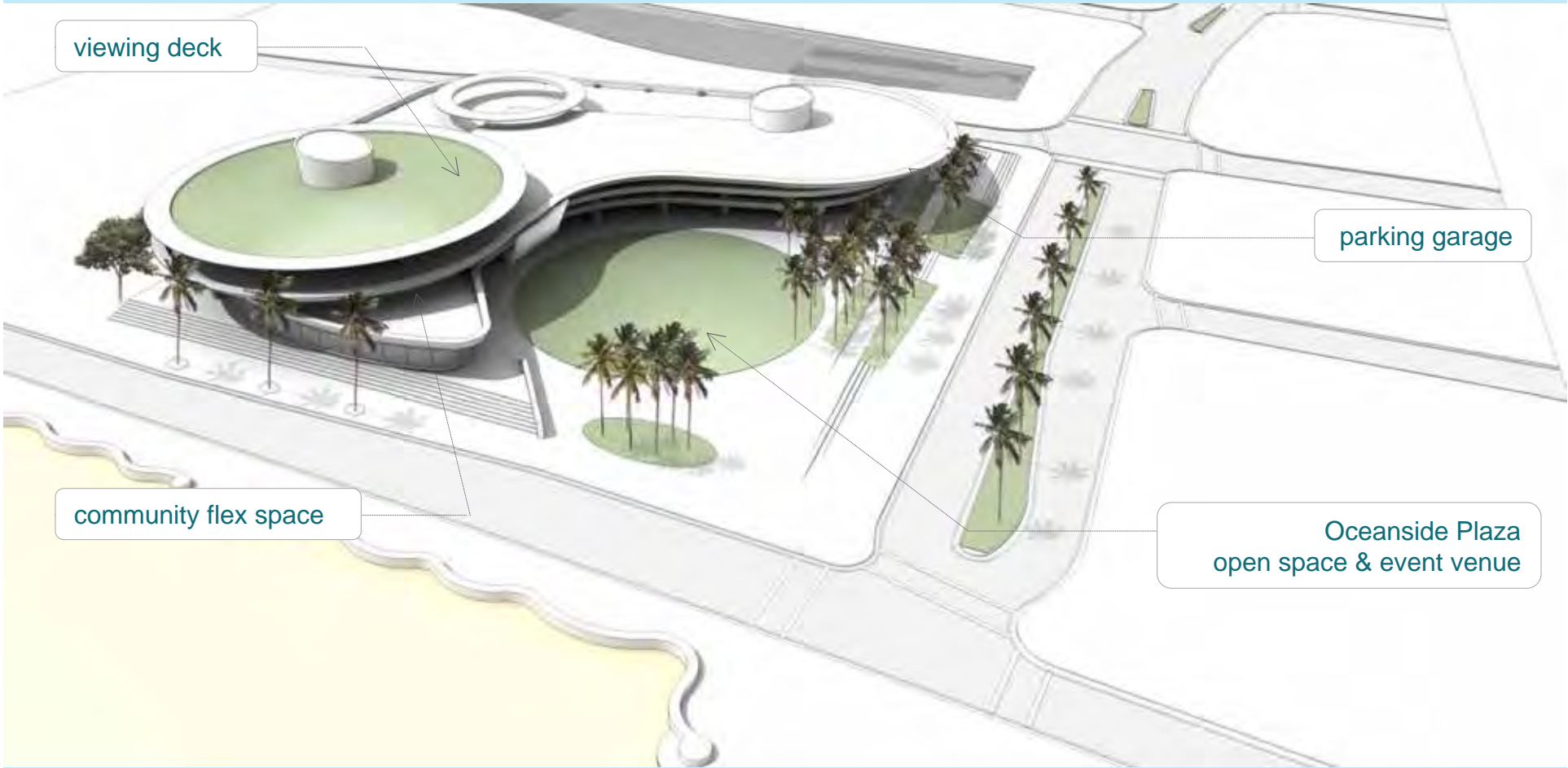




Oceanside Plaza
open space & event venue

community flex space

parking garage



viewing deck

parking garage

community flex space

Oceanside Plaza
open space & event venue





Oceanside Plaza
open space & event venue

community flex
space

parking garage



viewing deck

parking garage

community flex space

Oceanside Plaza
open space & event venue



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LAS OLAS BEACH PLAZA





water feature

improved surface

improved electrical infrastructure

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ALMOND AVENUE





Existing Conditions Almond Avenue Streetscape



Existing Conditions Aerial Image
Almond Avenue Streetscape



Overall Concept Design
Almond Avenue Streetscape

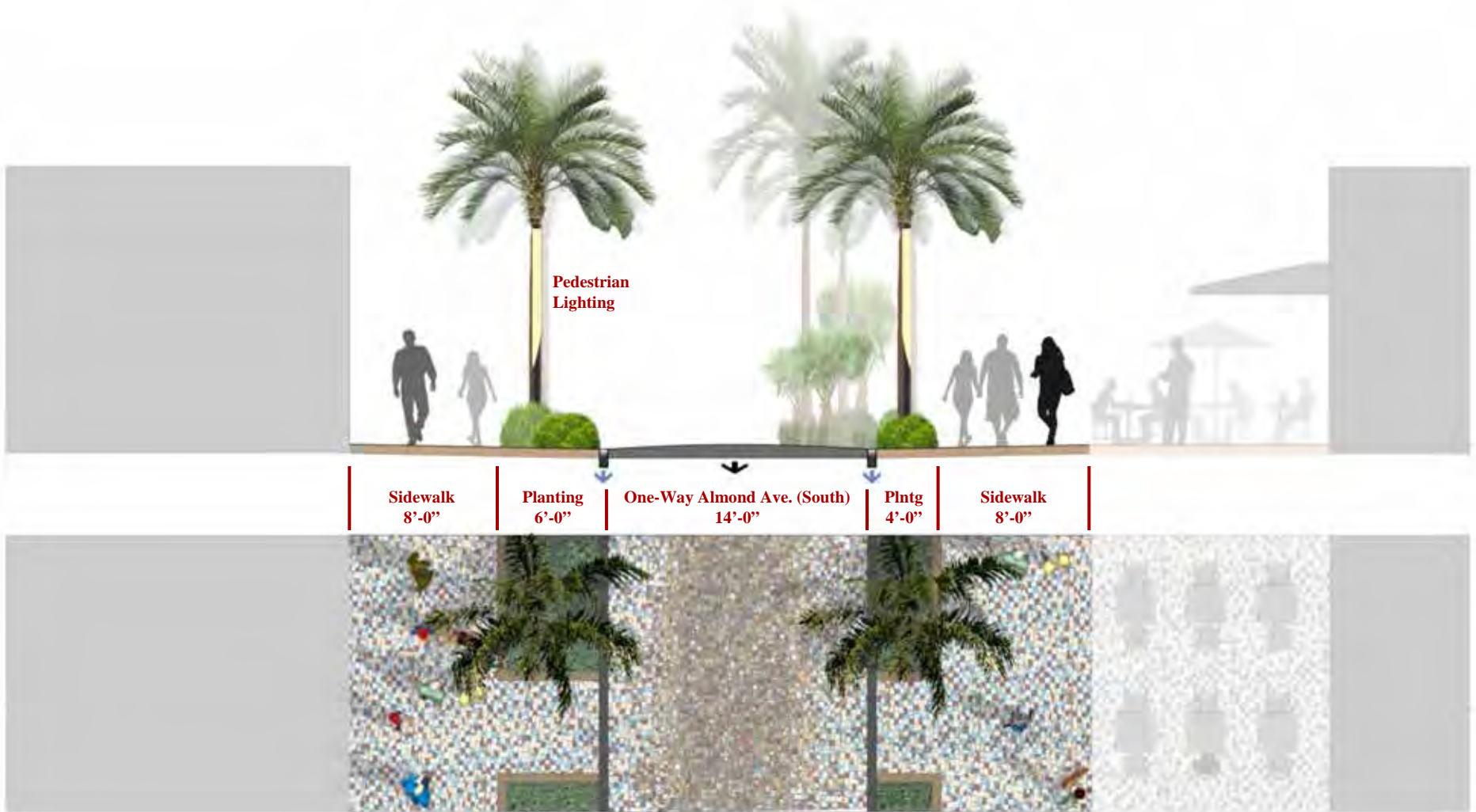


Overall Concept Design
Almond Avenue Streetscape



Sidewalk 7'-0"	Planting 6'-0"	One-Way Almond Ave. (North) 14'-0"	Planting 6'-0"	Sidewalk 7'-0"
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Section 1: Almond Avenue North of Banyan Street
Almond Avenue Streetscape



Section 2: Almond Avenue South of Banyan Street

Almond Avenue Streetscape



Enlargement Concept Design
Almond Avenue Streetscape



Almond Ave. to be Closed to Vehicular Traffic after 11.30am Between Banyan & East Las Olas Blvd.

Existing Service + Parking Entrance to be Maintained

Almond Ave.

Service + Delivery

Enlargement Concept Design Almond Avenue Streetscape



Enlargement Concept Design Almond Avenue Streetscape

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SR A1A STREETScape (WEST SIDE)



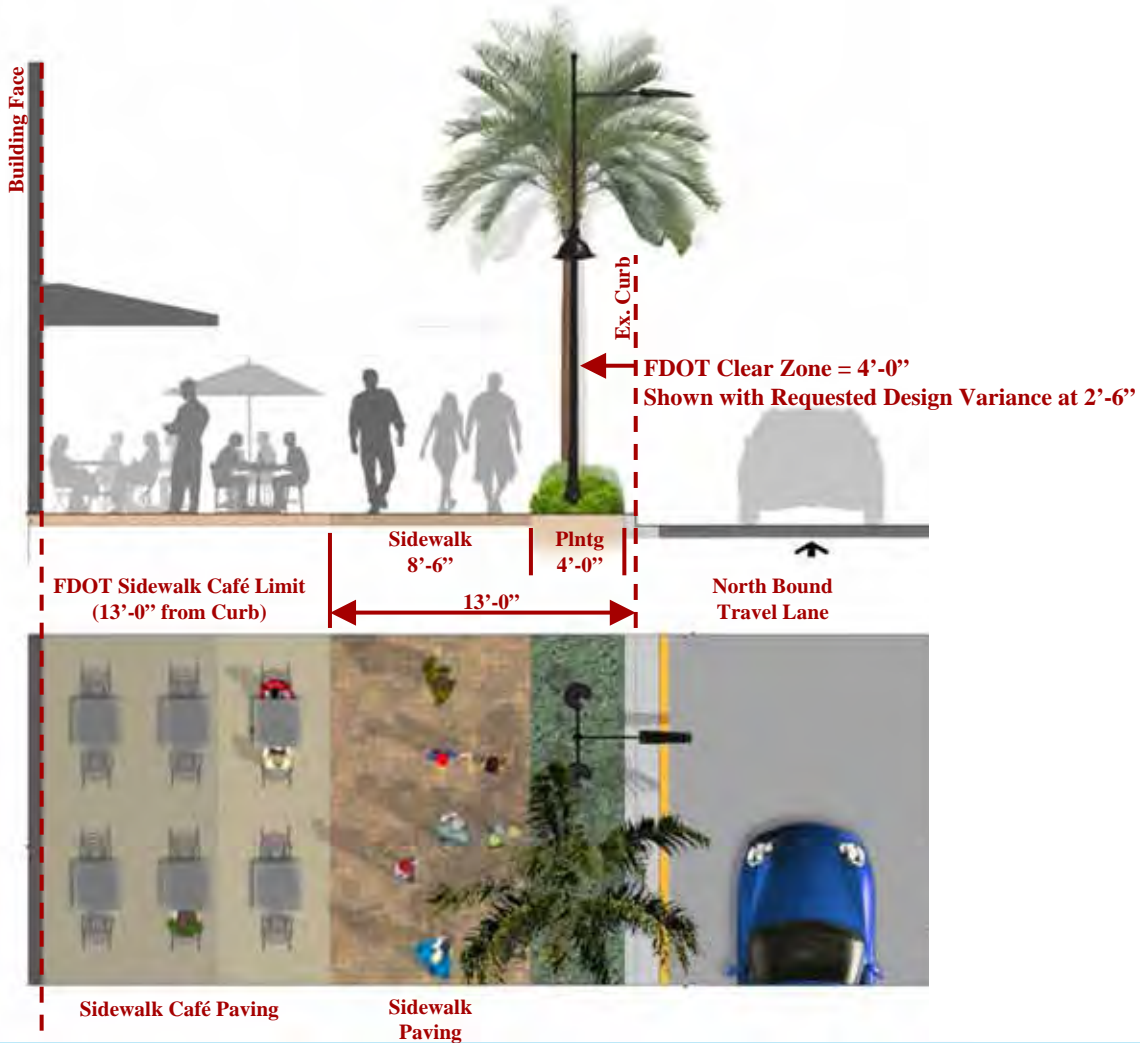
Existing Conditions
SR A1A West Side



Preferred Alignment for Future Lights and Trees

Design Variance Request from DOT. Clear zone 4'-0" to 2'-6" Face of Curb

Improved Pedestrian Realm 13'



Typical Proposed Cross Section Between South Project Limits & Cortez St.

SR A1A West Side



Typical Proposed Cross Section at Bonnet House Museum & Gardens

SR A1A West Side

Anticipated Monitoring + Mitigation Requirements

Lighting Improvements in Accordance with City, County and State
(FWCC, FDEP) Requirements

Estimated Environmental Permitting Timeline

90-120 days from submittal to permit issuance (assumes no agency
Requests for Additional Information)

Use of Native Vegetation

SR A1A West Side

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SR A1A BEACHFRONT PROMENADE
(EAST SIDE)

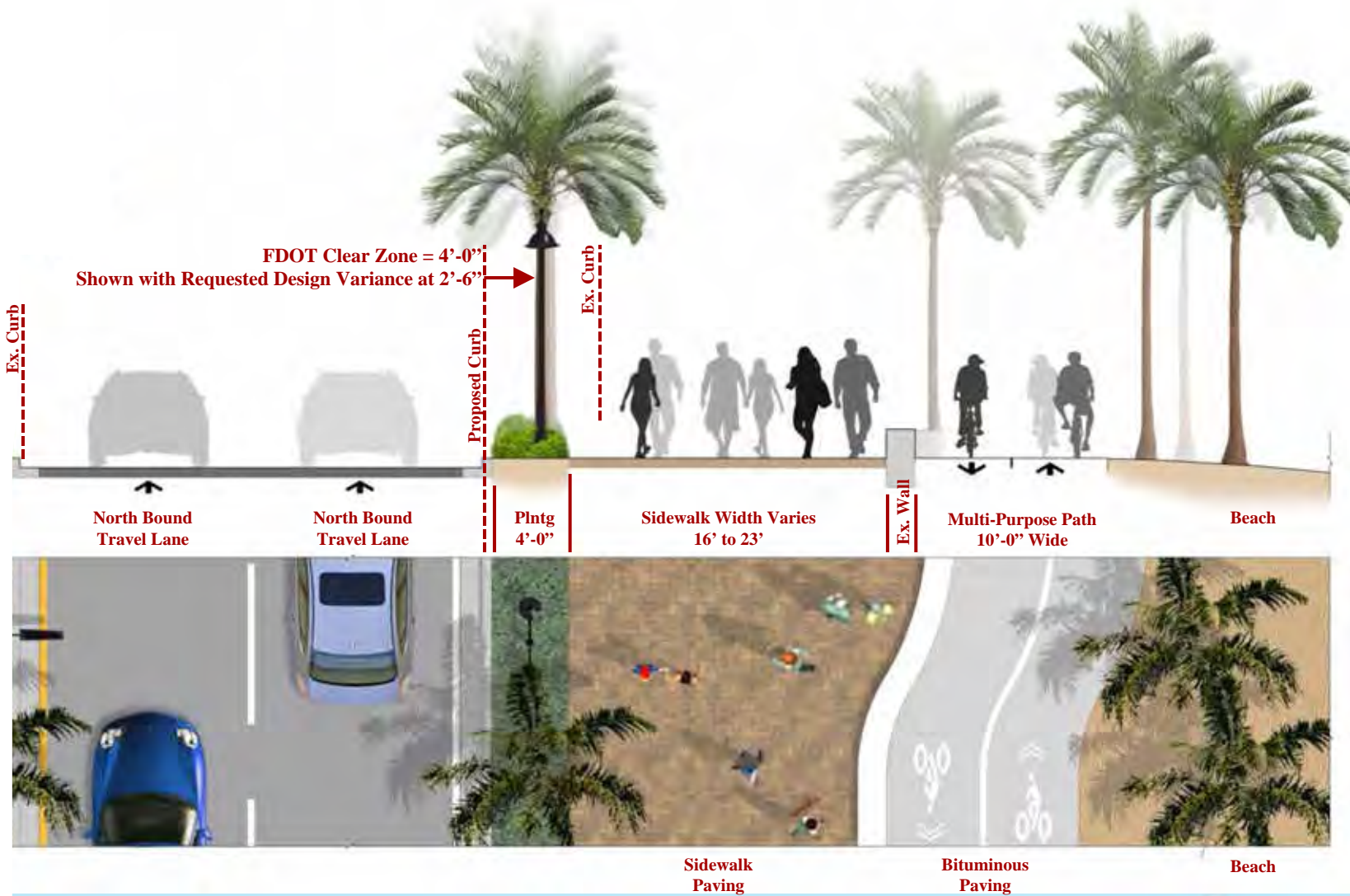


Existing Conditions
SR A1A Beachfront Promenade

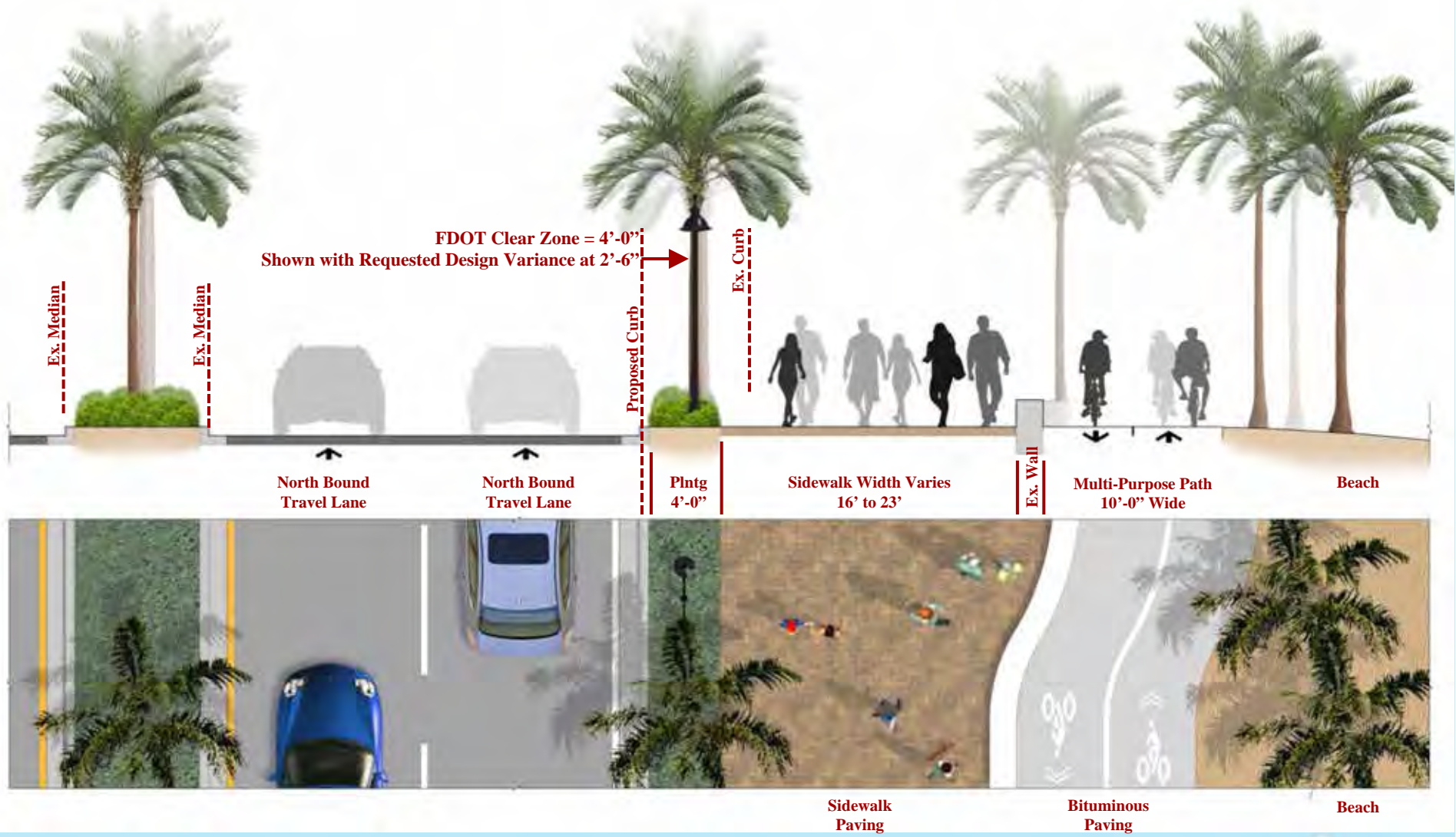
A1A Beachfront Promenade

Design Option 1

SR A1A Beachfront Promenade



Multipurpose Path Option 1 at One Way Northbound SR A1A Beachfront Promenade

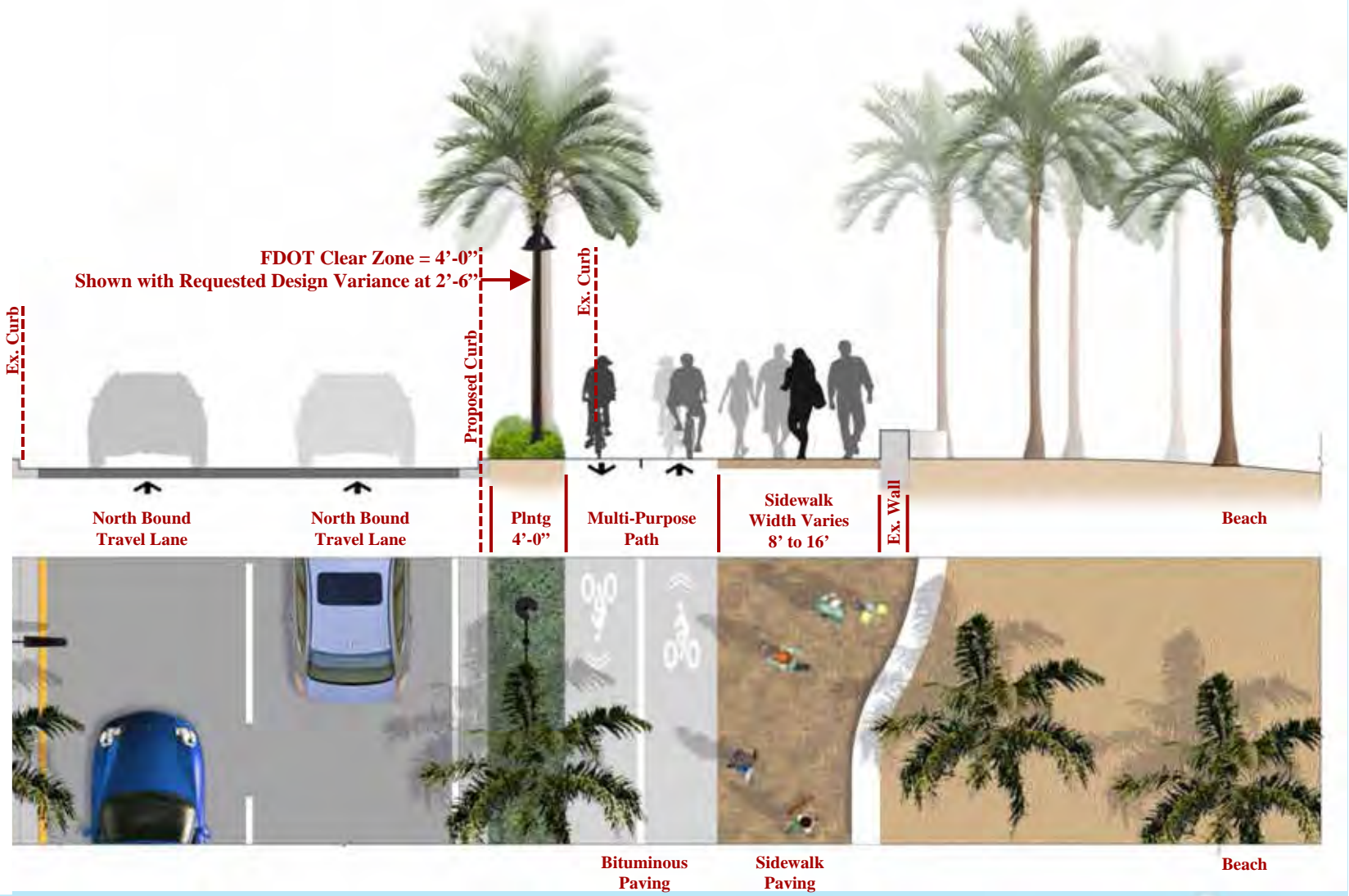


Multipurpose Path Option 1 at Two Way SR A1A Beachfront Promenade

A1A Beachfront Promenade

Design Option 2

SR A1A Beachfront Promenade



Multipurpose Path Option 2 at One Way Northbound SR A1A Beachfront Promenade



Multipurpose Path Option 2 at Two Way SR A1A Beachfront Promenade



Beach



Beach

Scheme 2 Requires Beach Wall to be Relocated
4'-6" to East for Approximately 1500 Linear Feet

Multipurpose Path Option 2 at Relocated Existing Beach Wall SR A1A Beachfront Promenade



South A1A Limit of Work to Mid-Block Below DC Alexander Park



Mid-Block Below DC Alexander Park to Southeast 5th Street

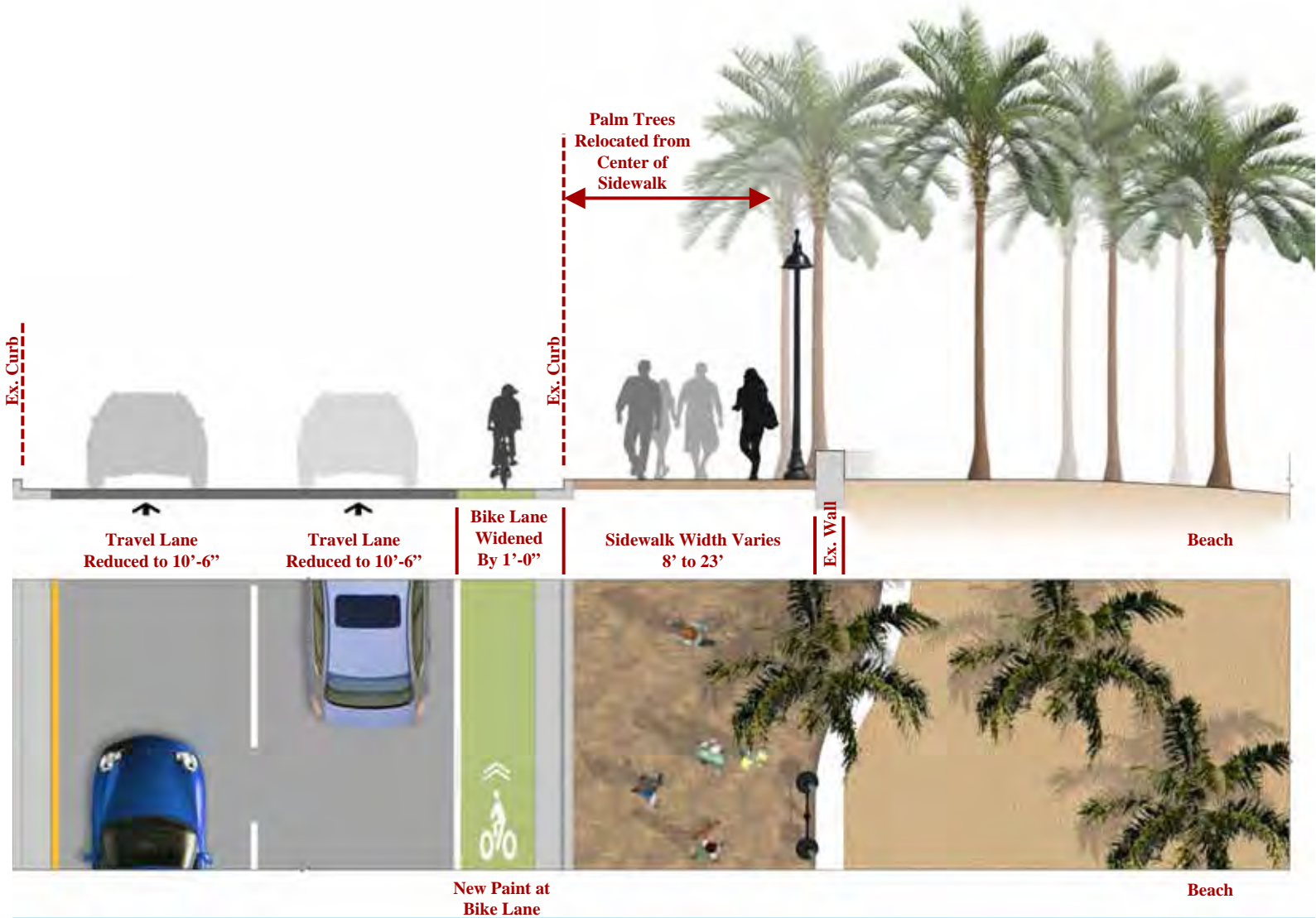
- Wall to Remain – No Beach Encroachment
- - - Wall to Move East 4'-6" Minor Beach Encroachment
- - - Area of New Dune Habitat Area Equivalent to Area of Beach Encroachment from Wall Relocation

SR A1A Beachfront Promenade

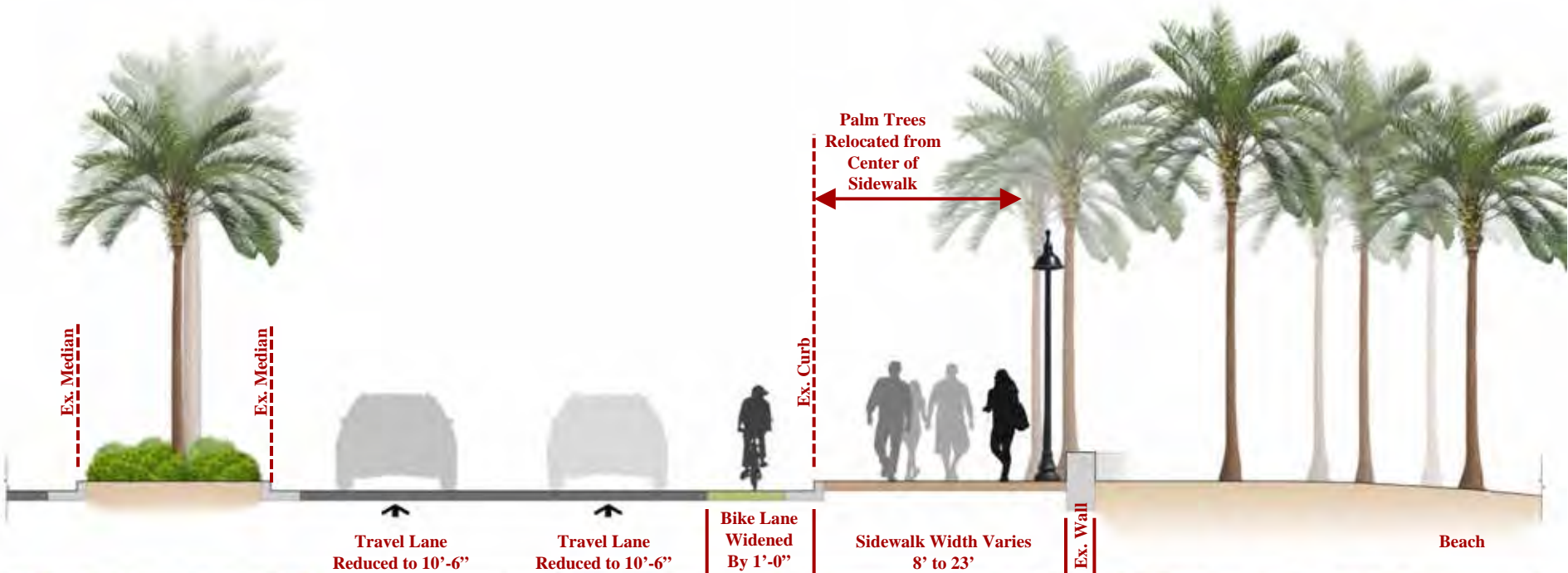
A1A Beachfront Promenade

Design Option 3

SR A1A Beachfront Promenade



Widened Bike Lane Option 3 at One Way Northbound SR A1A Beachfront Promenade



New Paint at Bike Lane

Beach

Widened Bike Lane Option 3 at Two Way Northbound SR A1A Beachfront Promenade



A1A

State Road A1A Greenway Ideas and Opportunities Study



Prepared for the
City of Fort Lauderdale and the
Florida Department of Transportation
October 2009

Companion Projects – Greenways Plan + A1A Resurfacing SR A1A Beachfront Promenade



Florida Department of Transportation

1100 West Commercial Boulevard
Fort Lauderdale, FL 33309

ANANTH PRASAD, P.E.
SECRETARY

RICK SCOTT
GOVERNOR

June 10, 2011

Mr. Peter Parlington, P.E.
City of Fort Lauderdale
Public Works Department
100 N. Andrews Avenue,
Fort Lauderdale, FL 33301

Dear Mr. Parlington:

Subject: SR A1A Fort Lauderdale Beach Pavement Rehabilitation

This is in response to your letter dated May 20th, 2011 concerning the resurfacing of SR A-1-A in Fort Lauderdale.

The (RRR) projects are identified for inclusion in the work program based solely on a yearly pavement condition analysis of three criteria; crack, ride and ruff. Based on the latest pavement condition survey, the section of A-1-A you have identified in Fort Lauderdale is rated as deficient at this time and is currently identified as a RRR candidate for the third year of the 5 year work program. (Fiscal Year 2015) In addition, several surrounding sections are "projected" deficient and will go with that section. All sections identified for the RRR project are listed below: (See attached map)

Financial Project Number: 430801.1

- SR A-1-A from the low level bridge on 17th Street north to Sunrise Boulevard.
- SR A-1-A southbound one way pair (0.9 mile section from Seville Street to Bahia Mar).
- SR 838 (Sunrise Boulevard) from the bridge east to SR A-1-A.

The funding for this candidate project is anticipated to take place in the next legislative session. Understanding that a typical RRR project takes approximately two years to design, once funded, the potential start date for this work could be as early as June, 2014.

Once this project is funded and a project manager is identified, your City will be formally notified about the project including scope, schedule and budget. This notification will begin the coordination and collaboration effort with your City to ensure the community vision for this important roadway segment seamlessly meshes with the operational and safety needs of the Department. As a reminder, features not covered under the RRR program will need alternate funding sources for inclusion in the project.

If you have any further questions about this candidate project or the RRR program, please contact the Department's Assistant District Design Engineer, Mr. Richard Crood at 954-777-4428 or via email at richard.crood@dot.state.fl.us.

Sincerely,

Howard Webb, P.E.
Acting Director of Transportation Development
District Four

www.dot.state.fl.us

Anticipated Monitoring + Mitigation Requirements

Use turtle-friendly lighting and fixtures
Install native salt-tolerant plant materials

Estimated Environmental Permitting Timeline

CCCL Permit: 150-180 days
Broward County Development Review: 45-60 days

SR A1A Beachfront Promenade

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INTRACOASTAL PROMENADE



Existing Conditions
Intracoastal Promenade



Marine Advisory Board Recommendation
Intracoastal Promenade



Intracoastal Existing

Existing Docks:
= 3400 LF

Intracoastal Option 1A

Existing Docks:
= 3400 LF

Intracoastal Option 1B

Proposed Docks:
= 4415 LF

Intracoastal Option 2

Proposed Docks:
= 6000 LF

Proposed Retail:
= 47,625 SF

Proposed Marina Building:
= 6,600 SF

Existing Conditions Aerial Image

Intracoastal Promenade

Intracoastal Promenade

Design Option 1 A



Site Context – Option 1A
Intracoastal Promenade



Intracoastal Existing

Existing Docks:
= 3400 LF

Intracoastal Option 1A

Existing Docks:
= 3400 LF

Intracoastal Option 1B

Proposed Docks:
= 4415 LF

Intracoastal Option 2

Proposed Docks:
= 6000 LF

Proposed Retail:
= 47,625 SF

Proposed Marina Building:
= 6,600 SF

Design Alternatives: Intracoastal Option 1 A

Intracoastal Promenade



Intracoastal Existing

Existing Docks:
= 3400 LF

Intracoastal Option 1A

Existing Docks:
= 3400 LF

Intracoastal Option 1B

Proposed Docks:
= 4415 LF

Intracoastal Option 2

Proposed Docks:
= 6000 LF

Proposed Retail:
= 47,625 SF

Proposed Marina Building:
= 6,600 SF

Design Alternatives: Intracoastal Option 1 A

Intracoastal Promenade



Intracoastal Existing

Existing Docks:
= 3400 LF

Intracoastal Option 1A

Existing Docks:
= 3400 LF

Intracoastal Option 1B

Proposed Docks:
= 4415 LF

Intracoastal Option 2

Proposed Docks:
= 6000 LF

Proposed Retail:
= 47,625 SF

Proposed Marina Building:
= 6,600 SF

Design Alternatives: Intracoastal Option 1 A

Intracoastal Promenade

Intracoastal Promenade

Design Option 1 B



Site Context – Option 1 B
Intracoastal Promenade



Intracoastal Existing

Existing Docks:
= 3400 LF

Intracoastal Option 1A

Existing Docks:
= 3400 LF

Intracoastal Option 1B

Proposed Docks:
= 4415 LF

Intracoastal Option 2

Proposed Docks:
= 6000 LF

Proposed Retail:
= 47,625 SF

Proposed Marina Building:
= 6,600 SF

Design Alternatives: Intracoastal Option 1 B

Intracoastal Promenade



Intracoastal Existing

Existing Docks:
= 3400 LF

Intracoastal Option 1A

Existing Docks:
= 3400 LF

Intracoastal Option 1B

Proposed Docks:
= 4415 LF

Intracoastal Option 2

Proposed Docks:
= 6000 LF

Proposed Retail:
= 47,625 SF

Proposed Marina Building:
= 6,600 SF

Design Alternatives: Intracoastal Option 1 B

Intracoastal Promenade

Intracoastal Promenade

Design Option 2



Site Context – Option 2 Intracoastal Promenade



Intracoastal Existing

Existing Docks:
= 3400 LF

Intracoastal Option 1A

Existing Docks:
= 3400 LF

Intracoastal Option 1B

Proposed Docks:
= 4415 LF

Intracoastal Option 2

Proposed Docks:
= 6000 LF

Proposed Retail:
= 47,625 SF

Proposed Marina Building:
= 6,600 SF

Design Alternatives: Intracoastal Option 2

Intracoastal Promenade



Intracoastal Existing

Existing Docks:
= 3400 LF

Intracoastal Option 1A

Existing Docks:
= 3400 LF

Intracoastal Option 1B

Proposed Docks:
= 4415 LF

Intracoastal Option 2

Proposed Docks:
= 6000 LF

Proposed Retail:
= 47,625 SF

Proposed Marina Building:
= 6,600 SF

Design Alternatives: Intracoastal Option 2

Intracoastal Promenade

Total Estimated Time for all Applicable Permits + Mitigation Planning = 1.5 yrs

FL Department of Environmental Protection
Environmental Resource Permit (ERP)

30 day review, issuance within 60 days if perfect, but rare!

RAI(s) anticipated because of seagrass and dredging =
30 day review, 60 days response, 30 day review

US Army Corps of Engineers
Department of the Army Permit

120 days, but will take longer for controversial projects

Broward Co. Environmental Protection and Growth Management Dept.
Environmental Resource License (same timeline as ERP)

Surface Water Management License or General License
Complete applications processed within 90 days

Estimated Environmental Permitting Timeline
Intracoastal Promenade

Marina Grant Opportunities

Florida Inland Navigation District (FIND)

- Waterway Assistance Program (WAP) - \$6.2M allocated annually
- Cooperative Assistance Program (CAP) - \$1M allocated annually

FIND Matching program provides 50% funding assistance

Florida Fish & Wildlife Conservation Commission

- Boating Infrastructure Grant (BIG) Program

City of Riviera Beach received \$1.78M for Municipal Marine with Transient Docks

FDEP, Office of Sustainable Initiatives

- Sewage Pumpout Facility Grants

Marina may be able to expand on existing grant for improvements



City Marina, Charleston SC (19,000 linear feet)

Landside features include the following:

6 freestanding structures

The historic Rice Mill building which contains a Merrill Lynch branch office, a catering company, and a large events hall

BP fuel and convenience store

Charleston Yacht Club

Restaurant, wine shop, and bar operators

Marina related businesses including 5 yacht sales companies, a sailmaker, maritime insurance firm, mortgage brokerage, and a yacht service company

Floating boathouse with showers, restrooms, laundry

Downtown shuttle pick-up

Ample surface parking



Intracoastal Promenade

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Next Steps

